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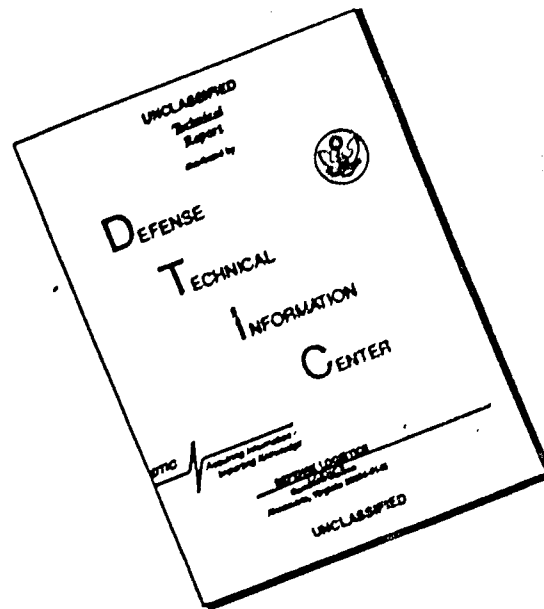
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HEADQUARTERS  
765TH TRANSPORTATION BATTALION (AM&S)  
APO 96291

①

AVAW-H

14 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966

THRU: Commanding Officer  
34th General Support Group (AM&S)  
APO 96307

Commanding General  
United States Army, Vietnam  
APO 96307

Commander in Chief  
United States Army, Pacific  
APO 96558

TO: Assistant Chief of Staff for Force Development  
Department of the Army  
Washington, D. C., 20310

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STATEMENT #2 UNCLASSIFIED

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*Asst. Chief for Force Dev.*  
*Dept. of Army*  
*hsh D C RO 310*

In accordance with United States Army, Vietnam Regulation 870-2, dated 19 July 1966, the following report is submitted in two sections.

SECTION I

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. MISSION: To provide command, control, staff planning and administrative supervision of assigned or attached transportation aircraft direct support companies, transportation transport aircraft support companies, or transportation aircraft general support companies, aircraft maintenance teams and a general support aviation electronic company.

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2. ORGANIZATION: The 765th Transportation Battalion (AM&S) Headquarters and Headquarters Detachment is organized under TOE 55-456D, dated 20 April 1966, as changed, and General Order Number 264, Headquarters, United States Army, Pacific, dated 20 August 1965. The Headquarters and Headquarters Detachment is located at Vung Tau, Vietnam. Subordinate units comprising the battalion are the 56th Transportation Company (DS) and the 398th Transportation Detachment (CHFM), located at Saigon, Vietnam; the 605th Transportation Company (DS), located at Phu Loi, Vietnam; and the 330th Transportation Company (GS), 611th Transportation Company (DS)(-), and the Aviation Electronic Support Company (South) (Provisional), located at Vung Tau, Vietnam. A DS platoon from the 611th Transportation Company is located at Vinh Long, Vietnam.

3. AIRCRAFT MAINTENANCE SUPPORT: The mission of this battalion in the Republic of Vietnam is to provide direct support, back-up direct support and general support in the areas of airframe, engines, aircraft systems, aircraft armament, including the weapons, and all avionics navigation and communication equipment for 1100 aircraft located in the Republic of Vietnam III and IV Corps areas. During this reporting period, battalion direct support units processed 610 aircraft and 635 aircraft components through their maintenance facilities. A total of 130,525 man-hours were expended in repairing these aircraft and components. In the general support role, 68 aircraft were repaired and 31 aircraft, which had incurred major damage, were inspected and evaluated for disposition determinations. A total of 827 aircraft components were inspected, repaired, tested and returned to serviceable status, at an expenditure of 84,250 man-hours.

4. AIRCRAFT RECOVERIES: a. Two direct support companies within this battalion, the 56th Transportation Company (DS) and the 611th Transportation Company (DS), have the responsibility of rigging and preparing downed aircraft for evacuation within the Republic of Vietnam III and IV Corps areas. The downed aircraft prepared by these companies are evacuated by medium helicopter to secure areas for on-site repairs, or to a DS or GS company for extensive repairs, evacuation to COMUS or salvage. During this reporting period 128 aircraft were evacuated. Of these 128 aircraft, 1 was a A1-H (VNAF) and 1 was a CV-2 evacuated from Thailand. A total of 89 aircraft were damaged and 71 aircraft were evacuated from areas which had been temporarily secured by ground forces and/or by armed helicopters delivering air to ground suppressive fire.

b. This battalion is developing a medium lift recovery capability utilizing CH-47 aircraft. Operational procedures are being developed to enable the general support company to perform its recovery mission. MTOE 55-458E, which includes a recovery platoon utilizing heavy lift helicopters, has been submitted. Development, now, of a CH-47 capability will facilitate the transition to larger equipment upon approval of the MTOE.

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5. ARMAMENT: a. The 330th Transportation Company (GS) provides general support for approximately 260 M-16/6 gun systems, representing 1040 M-60 type machine guns, along with approximately 1428 M-60 machine guns in the M-23 and other door gun installations. They also provide direct support to some 160 M-3 rocket systems and 110 M-5 40mm grenade launcher systems.

b. During the period of this report, 450 M-60 type machine guns were received through the direct exchange program for the 50,000 round inspection and repair. Extensive repair of the M-60 machine gun is necessary to insure sufficient availability. Also during this period, 202 M-16/6 pylon assemblies, 66 M-16/6 control boxes, 106 M-3 rocket modules along with 370 other components of the various weapons systems were processed by the 330th Transportation Company (GS) armament repair facilities. Since 1 September 1966, the capability of the Armament Shop, 330th Transportation Company (GS), has increased to a point where the shop is able to support a direct exchange program through the direct support companies that is meeting approximately 60% of the demands on it at the present time. Initial installation and operational firing of the XM-21 Armament System commenced 24 October 1966. Representatives of the US Army Weapons Command arrived in country on 22 October 1966 to instruct in this installation.

6. UNIT MOVEMENTS: a. A platoon of the 611th Transportation Company (DS) was moved to Vinh Long and became operational on 26 October 1966. Inherent in this platoon was an aircraft recovery team. Expanding operations in the Delta necessitated the move to provide more responsive support to the 13th Aviation Battalion units.

b. The rotary wing platoon and allied elements of other shop sections moved from the 56th Transportation Company (DS) area at Tan Son Nhut to the Saigon Heliport. A lack of sufficient maintenance area in the Tan Son Nhut facility limited the capability of the rotary wing platoon. Movement of this activity to the Saigon heliport has provided additional maintenance space.

7. TECHNICAL SUPPLY: A recapitulation of the technical supply activity within the battalion is given below:

a. Reparables: Aircraft reparable returned to CONUS continued to increase during the past quarter. During August, the first month of the quarter, shipments totaled 204 short tons and increased to 353.7 short tons for October.



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b. Aircraft: Direct support technical supply activities received 100,387 requests for aircraft parts during the past quarter. A quarterly average of 81% of these requests matched the ASL's of the battalion's DSU's. Demand satisfaction, battalion wide, was 45% with a 39% ASL zero balance. Of the 58,182 requisitions submitted by the DSU's, an average of 18% were EDP's. The DSU's ended the quarter with a total of 20,208 line items on their ASL's.

c. Armament: The DSU's received 7,246 requests for armament items from August through October 1966, with an average demand accommodation of 75% and satisfaction of 37% due to a 68% average zero balance. The percentage of EDP requisitions submitted by the DSU's declined from 57% at the beginning of the quarter to 20% in October.

d. Avionics: Seventy-four percent of the 5,554 requests submitted to the DSU's matched their ASL's during the quarter. Average demand satisfaction was 48% for the period. The average percentage of requisitions submitted by the DSU's as EDP's reached 21% as of the end of the quarter.

8. AAMTAP SCHOOL: a. During the reporting period a total of 447 students attended the AAMTAP School. A statistical break down of AAMTAP School output is given below:

	<u>NO. OF COURSES</u> <u>DURING QUARTERS</u>	<u>TOTAL</u> <u>STUDENTS</u>	<u>TOTAL</u> <u>STUDENTS FAILING</u>	<u>NO. HOURS OF INSTN</u> <u>PER COURSE</u>
UH-1D Airframe	7	103	10	70
UH-1B "540" Rotary Wing	6	122	13	70
T-53 Engine	6	68	7	70
T-55 Engine	7	69	7	70
CH-47 Curriculum I	3	45	1	160
CH-47 Curriculum II	3	40	0	160

b. On 19 September 1966, a second CH-47 AAMTAP team arrived in-country to begin a four week CH-47 course for students with limited experience who could not meet the prerequisites of the two week course. The four week course proved to be so successful that additional four week courses were scheduled to take care of the large rotation of CH-47 personnel. On 23 October 1966, the XM-21 armament subsystem instruction team arrived in-country. A total of five classes of 10 students each for a one week period commenced on 31 October 1966. The arrival of this instruction team was concurrent with the arrival of XM-21 subsystem and representatives from the US Army Weapons Command.

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c. Training aids continued to improve during this quarter. Parts from crash damaged aircraft were processed and are in use for the CH-47 and UH-1B "540" rotor head courses. Special stands and tables were built to improve instructional conditions.

d. Two tropical huts to be used as students billets were constructed and occupied during this reporting period. Construction of a third hut began the last of this period. Approval has been received from the Area Engineer for the construction of five two-story hutments. Construction of these hutments will begin as building materials become available, estimated to be the middle of December 1966. The completion of current building plans will provide billeting facilities more conducive to study than those presently in use.

9. MTCE: TO&E 55-457E, Transportation Aircraft Direct Support Company, is under study to formulate recommendations for modifications required for operational peculiarities that exist in this theater. Major proposals under study are:

a. Personnel.

(1) Realignment of grade structure in accordance with the experiences acquired.

(2) Increased strength in the technical supply platoon.

b. Equipment.

(1) Magna-flux equipment capability for inspecting large components and zygo capability.

(2) Heli-arc welder to enable better welding in repairing aluminum and stainless steel and to supplement existing capability in this field.

(3) Special purpose vehicle for towing aircraft in maintenance areas located in the field.

(4) Auxiliary mobile power units of sufficient out-put to start turbine engines utilizing external power.

(5) Additional power capability for continuous field operation.



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10. DEPLOYMENT OF UNITS TO RVN FROM CONUS: Units of this battalion have assisted several units which have recently deployed from CONUS to the Republic of Vietnam. Through inexperience, the units were not aware of many required items and the quantities of other items which should have accompanied them to this theater. These shortages included blank maintenance forms, maintenance publications and equipment spare parts. A more thorough POM inspection by knowledgeable and experienced aircraft maintenance oriented personnel might alleviate this deficiency by discovering these shortcomings prior to the units departure from CONUS.

11. AVIONICS MAINTENANCE: a. The avionics general support company assigned to this battalion continues to receive avionics equipment from direct support units, which in theory should be returned to service at the direct support level. The primary cause of the evacuation of this equipment to the general support level is the lack of trained personnel and test equipment in the direct support units. Units manned with personnel who have recently completed a repair school or units which have experienced a major turnover of personnel, evacuate a large quantity of avionics equipment to the general support level. This situation is usually resolved by additional training and technical assistance. The lack of test equipment in sufficient quantity to allow continuous maintenance, or a complete lack of test equipment because it is not available for issue through normal supply channels constitutes the greatest problem. Further compounding this situation and having the greatest impact upon the direct support level maintenance capability is the inability to repair test equipment in-country. Many direct support activities have only one piece of major test equipment. If this piece of equipment becomes inoperative and must be turned in for repair, the capability to repair a particular radio system is lost. An illustration of this situation occurs when the MK 733 is inoperable. The repairing activity loses its ability to repair the AN/ARC-54 radio set. This radio set must be evacuated to the general support level for repair and return to service, diverting general support maintenance capability to a direct support role.

b. The 4th and 5th echelon repair facilities maintaining the DECCA and dopplersystems are being moved from Saigon to Vung Tau. This movement is the initial phase of an attempt to consolidate all avionics general support maintenance capability at one location.

c. The Aircraft Electronic Modification Team from the Electronics Command, which was in-country to modify the AN/ARC-54, is being phased out. With the arrival in-country of the Lear Siegler-Dynallectron Retrofit Team the responsibility for completing this modification has been assumed by them. This team is in-country to modify selected aircraft to accept the MK 28 Voice Scramble System and to replace the AN/ARC-44 and 55 with the AN/ARC-51 and 54.

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d. The 325th Signal Detachment located at Soc Trang has been transferred from Aviation Electronic Support Company (South) (Provisional), to the 1st Aviation Brigade effective 1 September 1966.

12. PROJECT SEAWOLF: The 611th Transportation Company (DS) provides organizational and direct support maintenance to eight (8) UH-1B's assigned to the operating detachments of Project Sea Wolf. Project Sea Wolf is a joint US Army-US Navy operation in which coastal surveillance and inland waterway interdiction operations are conducted on a routine basis. The operating functions of this project are a responsibility of the US Navy and the supply and maintenance functions are a US Army responsibility. During this reporting period, the 611th Transportation Company (DS) has expended 6,092 man-hours supporting Project Sea Wolf of which 64% or 3,901 man-hours were devoted to organizational maintenance.

## SECTION II

### COMMANDERS OBSERVATIONS AND RECOMMENDATIONS

#### PART I

#### OBSERVATIONS (Lessons Learned)

##### PERSONNEL

ITEM: Inadequate training and experience of replacement personnel.

DISCUSSION: Aircraft maintenance personnel arriving in-country from CONUS replacement centers are generally school trained but have little or no practical experience. Training of these personnel at unit level requires the diversion of skilled mechanics from their primary maintenance mission to a mission of training new personnel, resulting in a corresponding reduction in productive man-hours.

OBSERVATION: Full utilization of these personnel is gained only by extensive on-the-job training programs conducted at the unit level. New arrivals become self-sufficient in their maintenance skill in approximately 3 to 4 months after arrival in-country.

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AIRCRAFT RECOVERY

ITEM: Recovery of helicopters which have sustained transmission or transmission support damage.

DISCUSSION: A helicopter which has sustained crash damage to the transmission or transmission supports presents an unusual rigging difficulty, in that the rigging gear is attached to the aircraft transmission. Should the aircraft transmission break away from the aircraft's superstructure, the main sling will fail, causing the loss of the aircraft and endangering the evacuating helicopter. The installation of a safety cable down through the transmission access well to the belly of the aircraft and securing it to the middle of a five foot beam will provide an effective safety device in the event the main sling fails.

OBSERVATION: Rigging crews must thoroughly inspect all damaged aircraft for possible transmission or transmission support damage and install the safety device described above, when the condition of the transmission is found to be unsatisfactory or doubtful.

ITEM: Evacuation of a helicopter which has sustained damage to the doors or windows.

DISCUSSION: The aerial evacuation of a helicopter which has damaged or broken doors or windows will produce a "parachute effect" within the slung helicopter because of the forced entrance of an air stream. This condition can be eliminated by opening the main cargo doors thus providing an escape path for the air forced into the aircraft.

OBSERVATION: All recovery crews should be made aware of this condition and the measures to be employed to prevent its occurrence.

ITEM: Training of recovery personnel.

DISCUSSION: There are presently no US Army schools that teach the techniques of aerial recovery of aircraft. Personnel involved in aircraft rigging and evacuation must be thoroughly trained and proficient to a degree that enables them to expertly and expeditiously prepare and evacuate all types of aircraft in hostile areas.



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OBSERVATION: Only personnel who have completed a thorough on-the-job aerial recovery training program conducted by existing teams be assigned to aircraft recovery teams.

#### INPROCESSING AIRCRAFT

ITEM: Aircraft carrier without off-loading equipment.

DISCUSSION: Five RU-8D aircraft arrived at Vung Tau, Vietnam, aboard an aircraft carrier which was not equipped to off-load its fixed wing cargo. This resulted in the aircraft carrier returning to Subic Bay to unload the five aircraft for depreservation. Three were flown back to Vung Tau and two had to be reloaded on another aircraft carrier, resulting in the loss of approximately one month flying time for each aircraft.

OBSERVATION: Fixed wing aircraft should be shipped on vessels capable of unloading its fixed wing cargo.

#### AIRCRAFT CORROSION

ITEM: Extensive corrosion on RU-8D aircraft received from CONUS.

DISCUSSION: Three RU-8D's inprocessed by this unit, had nose gear corrosion caused by the incompatibility of the metal nose gear tie down cables and the nose gear metal itself. One nose gear had to be condemned. Four control surfaces were also salt water corroded, requiring condemnation.

OBSERVATION: Do not allow tie down cables to remain in contact with the nose gear during shipment. Insure that the aircraft is free from salt water before preserving for shipment. EIR's have been submitted by this unit.

#### ARMAMENT REPARABLES

ITEM: Direct exchange of armament system components at the direct support level.

DISCUSSION: Direct support armament personnel should limit their maintenance to extensive trouble shooting, limited repair and exchange of components, returning the armament system to service. Repairable components must then be evacuated to the general support level for repair and testing.

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OBSERVATION: Direct exchange at the direct support level in conjunction with thorough trouble shooting insures the receipt of armament system components at general support activities in a reparable condition and ultimately results in higher number of operational systems in use.

#### TECHNICAL ASSISTANCE PERSONNEL

ITEM: Technical assistance teams arriving in-country from CONUS.

DISCUSSION: An avionics technical representative from the Stewart-Warner Company has been in-country in excess of six weeks and has, as yet, not received his test equipment, due to shipping delays.

OBSERVATIONS: Technical representatives departing for the Republic of Vietnam should bring their test equipment as accompanied baggage or ship it well in advance of their expected arrival date in-country.

#### PART II

##### RECOMMENDATIONS

1. The absence of an adequate in-country repair activity for avionics test equipment and its impact upon the accomplishment of the general support maintenance company's mission has been discussed in paragraph 11a, above. This condition could be eliminated, or as a minimum alleviated, if an in-country direct exchange float were established thereby permitting operating units to exchange unserviceable test equipment for serviceable equipment. I recommend that an in-country float of critical test equipment be established and that a study, by the appropriate agency, be made to determine the practicability of establishing a test equipment repair facility in the Republic of Vietnam.

2. Units deploying to the Republic of Vietnam from CONUS are arriving in-country without benefit of the experiences of similar units on site in this theater. An example of this situation was discussed in the above section, OBSERVATIONS. I recommend that, in conjunction with thorough inspections by experienced aircraft maintenance oriented personnel at home stations, a system be established whereby units departing CONUS for assignment to this area of operations be sponsored by a similar unit already in-country. The in-country sponsor could then advise the unit of the operational peculiarities existing in the Republic of Vietnam and outline suggested actions to be taken prior to the deploying units departure from home station.



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If this action is taken in sufficient time to allow the unit to react to the lessons learned by the sponsoring unit, the inbound unit will become mission ready much sooner after arrival and will not be hampered by conditions which could have been eliminated in CONUS.

3. This battalion provides direct support for aircraft organic to the 11th Armored Cavalry Regiment. This regiment presently has a total of 22 aircraft in-country, with an additional 26 aircraft scheduled to arrive at a later date. These aircraft consist of 17 OH-23G and 31 UH-1 type helicopters. The flying hour program as forecasted by the 11th Armored Cavalry Regiment is 680 UH-23 and 1860 UH-1 flying hours per month. This program will require an estimated 7052 man-hours of direct support maintenance per month. On 17 June 1966, recommendations were forwarded that a maintenance detachment, organized under TOE 55-500R (KD), be provided to the 11th Armored Cavalry Regiment for direct support maintenance. The recommendation was contained in a classified letter from this headquarters, dated 17 June 1966, subject: Unit Support. The recommendation was forwarded to United States Army, Vietnam on 17 June 1966 by classified letter, 34th General Support Group (AM&S), subject: Unit Support, dated 17 June 1966. After arrival of the unit in-country and in coordination with the 11th Armored Cavalry Regiment, this battalion recommended that the 11th Armored Cavalry's request for a Direct Support Maintenance Detachment, TOE 55-500R w/c 9, and an Avionics Detachment, TOE 11-500D w/c 7, be supported. This recommendation is contained in letter, Headquarters, 765th Transportation Battalion (AM&S), dated 10 October 1966, subject: Unit Support. This battalion is presently providing direct support to the 11th Armored Cavalry Regiment. I recommend that the aircraft maintenance and avionics detachment discussed above be provided the 11th Armored Cavalry Regiment.

*Garrison J. Boyle III*  
GARRISON J. BOYLE III  
Lieutenant Colonel, TC  
Commanding

AVGF-B (14 Nov 66) 1st Ind  
SUBJECT: Operations Report for Quarterly Period Ending 31 October 1966  
Reports Control Symbol CSFOR-65

HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S) APO 96307, 7 December 1966

TO: Commanding General, United States Army, Vietnam, ATTN: AVC-DA  
APO 96307

1. References:

a. Msg Unclass AVHAV-AE-28613, Subject: AN/ARC 54 modification to provide (X) mode operations, DTD 5 Oct 66.

b. Msg Unclass AVGS-MM GS-11-39, Subject: AN/ARC 54 modification to provide (X) mode operations, DTD 8 Nov 66.

c. Letter 765th Transportation Battalion (AM&S), dated 10 October 1966, Subject: Unit Support.

2. This Headquarters concurs with basic report, except as noted below.

3. Reference Section I, para 11c: Accomplishment of the MWO on the AN/ARC 54 (X-Mode Operation) is a responsibility of avionics units within USARV. As stated in references 1a and 1b above the contractor has no capability or requirement to perform this mission.

4. Reference Section II, Part II, para 3: Recommendation of attached report.

a. On 7 November 1966 the 34th General Support Group (AM&S) forwarded to, Commanding General, United States Army, Vietnam by 3rd indorsement to reference 1c above, a recommendation that a cellular maintenance detachment TOE 55-500R (9600 MMH Capability) presently assigned to one of the CV-2 Aviation Companies, soon to be phased out, be assigned to the 11th Armored Cavalry Regiment.

b. Also in 3rd indorsement to reference 1c, the 34th General Support Group (AM&S) recommended that a TOE 11-500D (RL) team be assigned to the 11th Armored Cavalry Regiment from other in-country assets.

FOR THE COMMANDER:

*Roy H. Leggett*  
ROY H. LEGGETT  
CPT, TC  
Adjutant

AVHGC-DH (14 Nov 66)

2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 October 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 25 DEC '66

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1966 from Headquarters, 765th Transportation Battalion (AM&S) as indorsed.

2. Pertinent comments are as follows:

a. Reference Subparagraph 11a, Section I, Page 6 and Paragraph 1, Part II, Page 10: Concur with unit in that avionic support is not adequate. Back-up avionic support is presently being provided by provisional units manned by resources available within the command. Additionally, there is no properly constituted general support capability in USARV. An MTOE for required units was hand-carried by this headquarters to USARPAC on 26 September 1966.

b. Reference Paragraph 3, Part II, Section II, Page 11 and Paragraphs 3 and 4, 1st Indorsement: Concur with unit and indorsing headquarters with one exception. The cellular maintenance detachment (TOE 55-500)(9600 MMH Capability) is fixed wing, rather than rotary wing oriented. Now being considered is the feasibility of providing the 11th ACR a direct support detachment from resources of the 34th General Support Group; an early determination is anticipated.

FOR THE COMMANDER:



W. R. AUTREY

Cpt, AGC

Asst Adjutant General

GPOP-OT (14 Nov 66)

3d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 October 1966 (RCS CSFOR-65), HQ 765th Trans Bn (AM&S)

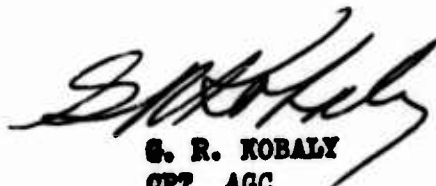
HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 2 MAY 1967

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. The Operational Report-Lessons Learned for the period ending 31 October 1966 from Headquarters 765th Transportation Battalion (AM&S) has been reviewed and this headquarters concurs as modified by foregoing indorsements.

2. On 19 December 1966, by letter GPPE-MD, Subject: "Reorganization of Aviation Electronics Maintenance Units," this headquarters forwarded a USARV study titled "Authorization for Aviation Electronics Maintenance Units" to ACSFOR, Department of the Army, for review and comment. The study contained sample MTOE for these type units; however, this action did not constitute formal MTOE submission. No comments have been received to date.

FOR THE COMMANDER IN CHIEF:

  
G. R. KOBALY  
CPT, AGC  
Asst AG